

REMARKS

Claims 1-4 are all the claims pending in the application.

The specification has been amended to remove all references to the claims in the “Background of the Invention” and the “Summary of the Invention” on pages 1, 2 and 3 of the application. The second paragraph of the Abstract of the Disclosure has also been deleted.

In the last Office Action Claims 1 and 5 were rejected under 35 U.S.C. § 102(b) as being anticipated by Herringshaw *et al.* (US 4,845,894). Claims 2-4 inclusive were rejected under 35 U.S.C. § 103(a) as being unpatentable over Herringshaw *et al.* Claims 6 and 7 were withdrawn in view of the Restriction Requirement.

The limitations of Claim 5 have been combined with the limitations of Claim 1 to more specifically define the present invention. Reconsideration and allowance of the application are respectfully requested in view of the following remarks.

The limitations of Claim 5 which are now combined with Claim 1 are specific to the fact that hinges are used, the fixed portions of which are bolted to the respective sides of the respective frames of the door openings without possibility of adjustment, and the movable portions of which are bolted to the respective frameworks in an adjustable manner by means of screws which can be screwed from the inside of the framework when the respective covering panel lacks, and wherein the adjustment of the hinges of each door is carried out by means of the aforesaid bolting screws of each movable portion before the application of the respective covering panel.

In the Office Action, the Examiner states in this connection that the hinges 40 of Herringshaw *et al.* (US 4,845,894) would be adjustable on the framework 18. In spite of this, no information is contained in the specification of US 4,845,894 with reference to the fact that the position of the movable portions of the hinges, which are connected to the door structure, may be intended to be adjusted by operating on screws screwed from the inside of the door during the installation of the door on the vehicle body and before the application of the respective outer panel.

Instead, the specification of US 4,845,894 states that: “...*conventional door constructions only provide a very limited range of adjustments. This is generally provided by the hinges on the door. Often, the hinges are not easily accessible and do not provide the necessary range of adjustments in all directions. In any event, the hinge adjustments are relatively time-consuming trial and error procedures.*” (col. 2., lines 19 to 25), so that the technique of adjusting the position of the door by adjusting the position of the hinges during the mounting operation, appears to be criticized in this patent.

Moreover, US 4,845,894 states that: “*The door hinge assemblies...associated with the door are secured to the inner panel...*” (col. 2, lines 37 to 39), and that “...*the door hinge assemblies 40, 40 should be attached to the front lower leg portion 20 adjacent the front flange 36 so that it is connected to both the inner panel 18 and the intrusion beam 32.*” (col. 5, lines 52 to 56), which confirms that such hinges have to be firmly connected to the door structure instead of being left loosely mounted in order that the final adjustment operation can be accomplished during the mounting of the door.

Furthermore, in column 9, lines 59 to 62, it is stated that “*the door module 12 is preassembled and shipped to the vehicle manufacture as represented by the steps shown in Fig. 2.*”, one of the steps of Fig. 2 consisting of attaching the hinges to the door hardware (ATTACH HINGE HDW.). In other words, the door module of US 4,845,894 is preassembled with the movable portions of the hinges 40 already secured to the door structure, and then shipped to the vehicle manufacturer who needs only to mount the door on the vehicle body and install the outer skin panel by adjusting its position with respect to the door structure, after having painted the outer skin simultaneously with the rest of the car (col. 4, lines 25 to 29). In this connection, the patent stated that: “*A worker from the exterior of the vehicle then manipulates the outer skin until it is brought into precise alignment with adjustment vehicle body portions while the door is shut.*” (col. 10, lines 3 to 6), which makes clear that correct alignment of the whole door with the vehicle body is carried out by adjusting the position of the outer skin panel with respect to the door structure, instead of adjusting the position of the door structure with respect to the body by means of the adjustment of the position of the hinges.

In view of the shortcomings of Herringshaw *et al.* it is submitted that Claim 1 as amended is clearly not anticipated by Herringshaw *et al.* nor would it be the least bit obvious In view of the teachings of Herringshaw *et al.* Therefore, it is respectfully requested that Claim 1-4 inclusive be allowed and the application passed to issue forthwith.

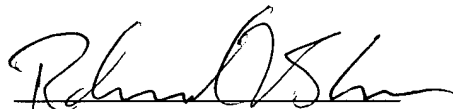
In view of the above, reconsideration and allowance of this application are now believed to be in order, and such actions are hereby solicited. If any points remain in issue which the

Amendment Under 37 C.F.R. § 1.111
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Examiner feels may be best resolved through a personal or telephone interview, the Examiner is kindly requested to contact the undersigned at the telephone number listed below.

The USPTO is directed and authorized to charge all required fees, except for the Issue Fee and the Publication Fee, to Deposit Account No. 19-4880. Please also credit any overpayments to said Deposit Account.

Respectfully submitted,



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